

# BookletChart™

## Little Bay de Noc

NOAA Chart 14915

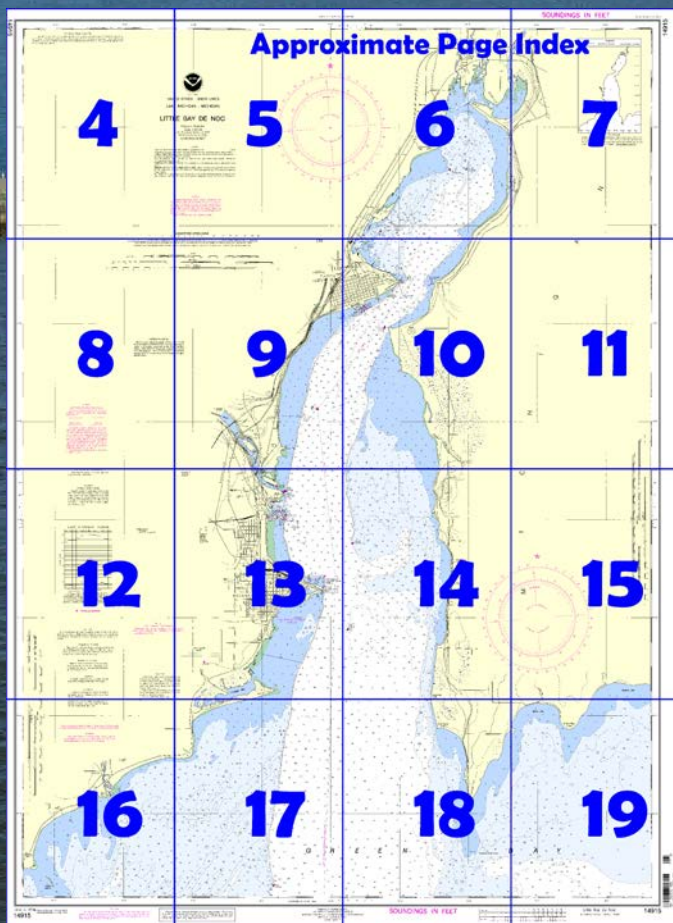


*A reduced-scale NOAA nautical chart for small boaters*

*When possible, use the full-size NOAA chart for navigation.*



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the**  
**National Oceanic and Atmospheric Administration**  
**National Ocean Service**  
**Office of Coast Survey**  
[www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov)  
**888-990-NOAA**

### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=14915>



#### (Selected Excerpts from Coast Pilot)

**Little Bay de Noc** is the W arm of the N end of Green Bay. The bay is entered between **Fishery Point** on the W and Peninsula Point on the E. Very shallow ledges extend off both sides of the bay, but the natural channel up the middle of the bay has good deep water and permits the passage of the deeper draft vessels on the lakes.

**Ford River, Mich.**, is a small fishing village at the mouth of **Ford River** on the W side

of the entrance to Little Bay de Noc.

**Escanaba, Mich.**, is on the W side of Little Bay de Noc, 6 miles NE of Ford River and 7 miles NW of Peninsula Point. A lighted red brick cylindrical building in the city is prominent. **Sand Point**, marked by a private light, extends E from shore at the city and protects the harbor area on its N side. The harbor has depths of 28 to 40 feet within 0.4 mile of shore and affords access for the largest vessels on the lakes. **Escanaba River** flows into the harbor 2.5 miles NW of Sand Point.

**Escanaba Light** (45°44.8'N., 87°02.2'W.), 45 feet above the water, is shown from a white square tower with a green stripe on a crib on the NE side of the shoal on the N side of Sand Point; a fog signal is at the light. A buoy 0.35 mile W of the light marks the N side of an obstruction.

A small-craft basin, developed by the city and the Michigan State Waterways Commission, is on the S side of Sand Point. A small island, connected to the mainland by a bridge at the W end, forms the S side of the basin. The entrance to the basin has depths of 9 feet, with 1 to 12 feet in the basin. A private light on Sand Point marks the N side of the entrance. Transient berths, gasoline, diesel fuel, water, ice, electricity, sewage pump-out facilities, launching ramp, and harbormaster services are available. The harbormaster monitors VHF-FM channels 16 and 9. A boatyard 0.5 mile S of Escanaba River has a 50-ton vertical boat lift and can make repairs to 80-foot vessels.

From Sand Point the shore extends N, then bends NE to Saunders Point at Gladstone. Very shallow water extends up to 0.6 mile from shore in this reach.

**Gladstone, Mich.**, is on the W side of Little Bay de Noc, 7 miles N of Escanaba. **Saunders Point**, marked by a light, extends E from shore at Gladstone and help protects the upper part of the bay on its SW side.

The E part of the upper bay, just N of Gladstone, has depths of 23 to 30 feet, with shoaling to less than 10 feet in the W part. Buoys mark the E and N extent of shoals on the N side of Saunders Point.

A small-craft basin, developed by the city and the Michigan State Waterways Commission, is 1.2 miles SW of Saunders Point. The entrance to the basin, with a reported depth of 7 feet in 1999, is protected on the SW side by a pier and detached breakwater. The E end of the breakwater is marked by a private light and the entrance channel is marked by buoys. The basin has reported depths of 4 to 8 feet. A municipal marina in the basin offers: gasoline, diesel fuel, water, ice, electricity, sewage pump-out, transient berths, marine supplies, launching ramp and harbormaster services. The **harbormaster** monitors VHF-FM channels 16 and 9. A 3-ton hoist is also available for engine and minor hull repairs. Another public launching ramp is about 1.4 miles NW of Saunders Point Light on the shore W of Butlers Island.

**Tacoosh River, Rapid River, and Whitefish River** flow into the N end of Little Bay de Noc through a common mouth between spits of land that extend from the E and W shores of the bay

Shoals extend about 1 mile from the head of Little Bay de Noc. From the head of the bay to Squaw Point, depths of 1 to 3 feet extend about 0.3 mile off the E shore. Below Squaw Point, the shoal border increases to a width of over 2 miles and is marked on the W side by a lighted buoy 5.1 miles S of Squaw Point opposite the village of **Stonington, Mich.** The shore in the vicinity of Stonington is bluff. Below Stonington the shoal border decreases from 0.5 mile wide to about 0.2 mile wide at **Dutchman Point**, 4 miles S. From Dutchman Point to Peninsula Point, the shore should be given a berth of 0.8 mile.

Escanaba, Mich. **Local magnetic disturbance.**—Differences from normal variation of up to 17° have been observed in the vicinity of Escanaba.

### U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Cleveland

Commander

9th CG District

Cleveland, OH

(216) 902-6117



# Navigation Managers Area of Responsibility



**NOAA's navigation managers** serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit [nauticalcharts.noaa.gov/service/navmanagers](http://nauticalcharts.noaa.gov/service/navmanagers)

To make suggestions or ask questions online, go to [nauticalcharts.noaa.gov/inquiry](http://nauticalcharts.noaa.gov/inquiry).

To report a chart discrepancy, please use [ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx](http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx).

## Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

These volumes are available online at <http://www.navcen.uscg.gov>

14915

87°10'

87°08'

87°06'



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - GREAT LAKES

LAKE MICHIGAN - MICHIGAN

# LITTLE BAY DE NO

Polyconic Projection

Scale 1:30,000

North American Datum of 1983  
(World Geodetic System 1984)

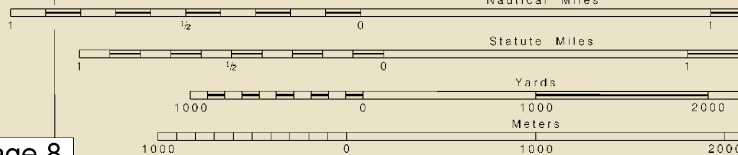
SOUNDINGS IN FEET

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov)

## NOTES

PLANE OF REFERENCE OF THIS CHART (Low Water Datum) .....  
Referred to mean water level at Rimouski, Quebec, International Great Lakes D  
SAILING DIRECTIONS. Bearings of sailing courses are true and distances give  
statute miles between points of departure.  
AIDS TO NAVIGATION. Consult U.S. Coast Guard Light List for suppleme  
concerning aids to navigation.  
SYMBOLS AND ABBREVIATIONS. For complete list of symbols and abbrevia  
No. 1  
BRIDGE AND OVERHEAD CABLE CLEARANCES. When the water surface is a  
Datum, bridge and overhead clearances are reduced correspondingly. For clo  
Coast Pilot 6.  
AUTHORITIES. Hydrography and Topography by the National Ocean Service  
with additional data from the Corps of Engineers, Geological Survey, U.S. Cd

SCALE 1:30,000  
Nautical Miles



Joins page 8

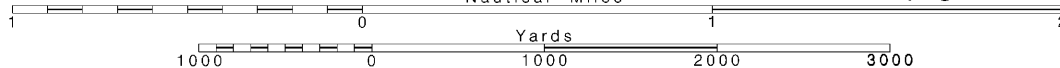
4

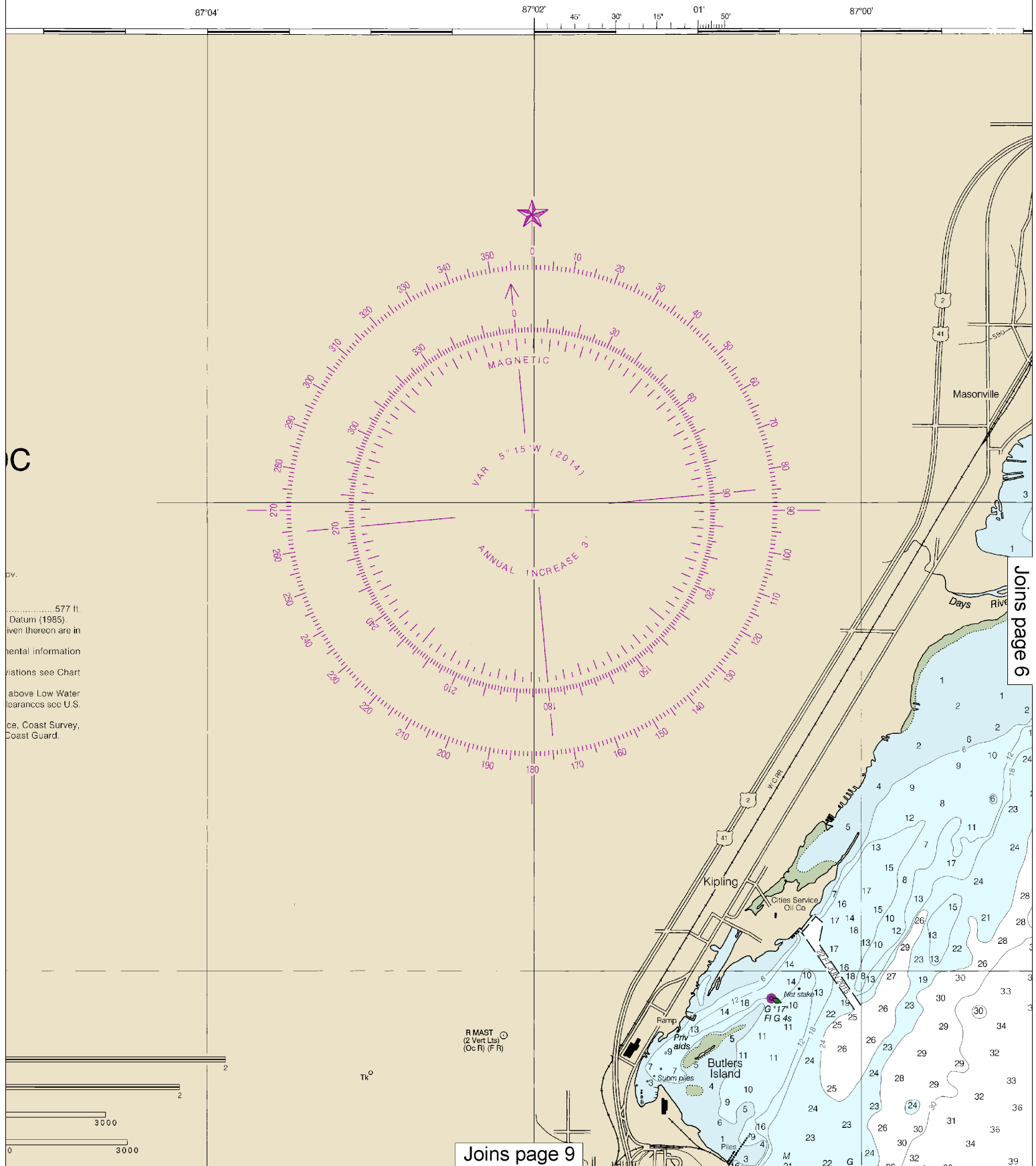
Note: Chart grid  
lines are aligned  
with true north.

Printed at reduced scale.

SCALE 1:30,000  
Nautical Miles

See Note on page 5.





This BookletChart was reduced to 75% of the original chart scale.  
The new scale is 1:40000. Barscales have also been reduced and  
are accurate when used to measure distances in this BookletChart.

87°04'

87°02'

45°

30°

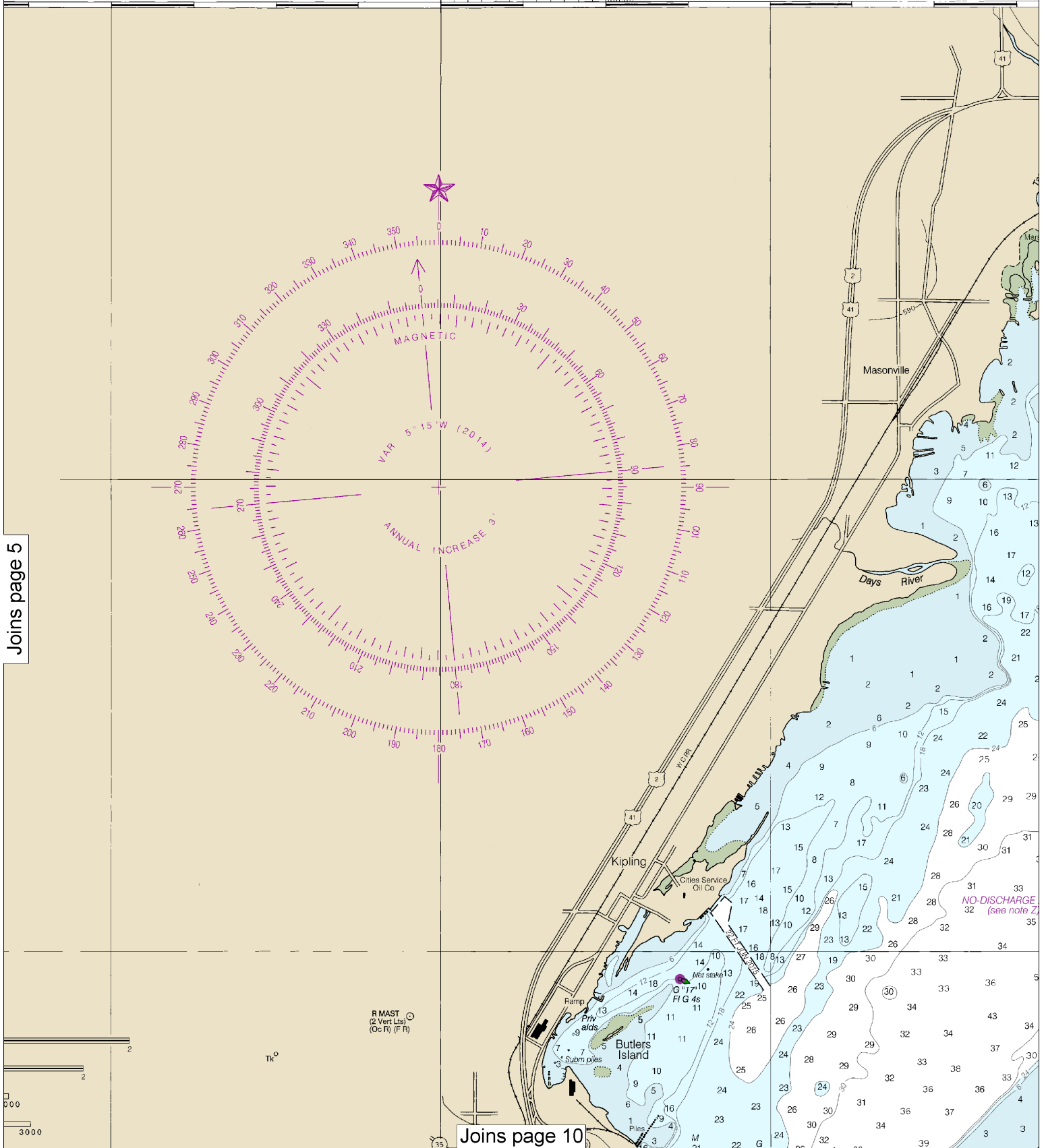
15°

01°

50°

87°00'

Joins page 5

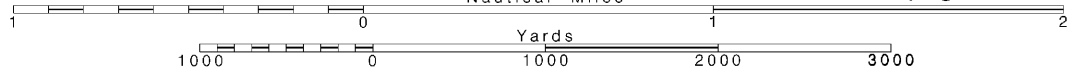


Joins page 10

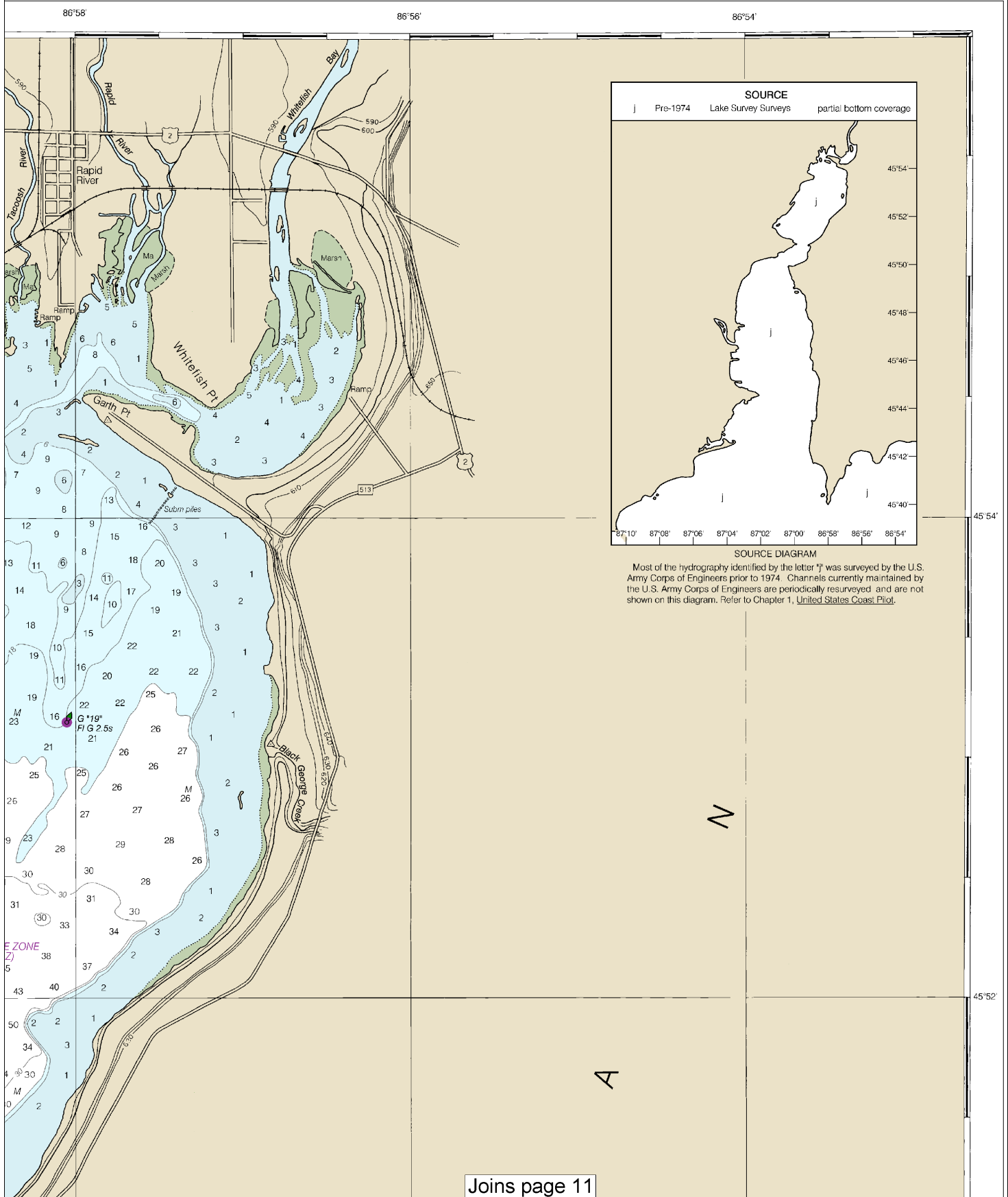
Printed at reduced scale.

SCALE 1:30,000

See Note on page 5.



6





Michigan waters of Lakes Michigan, Huron, Superior, Erie and St. Clair, all waterways connected thereto, and all inland lakes are designated as a No-Discharge Zone (NDZ). This chart falls entirely within the limits of a No-Discharge Zone (NDZ). Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. Commercial vessel sewage shall include graywater. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: [http://www.epa.gov/cwow/oceans/regulatory/vessel\\_sewage/](http://www.epa.gov/cwow/oceans/regulatory/vessel_sewage/).

Navigation regulations for the Detroit River, Coast Pilot 6. Additional information is published in the Notice to Mariners. The regulations may be obtained from the Commander, 9th Coast Guard District, Office of the District Commander, Detroit, Michigan.

The horizontal is North American for charting purposes to the World Geodetic Geographic position: American Datum average of 0.204" to agree with this

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Escanaba, MI	KZZ-35	162.500 MHz
Marquette, MI	KIG-66	162.550 MHz
Sister Bay, MI	WXN-69	162.425 MHz

Chartered submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

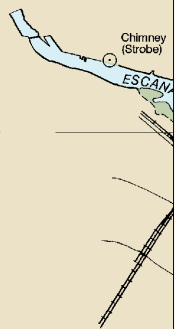
Covered wells may be marked by lighted or unlighted buoys.

Consult U.S. Coast Pilot 6 for important supplemental information.

POTABLE WATER INTAKE

Joins page 12

R MAST ☉  
(2 Vert Lts)  
(Oc R) (F R)

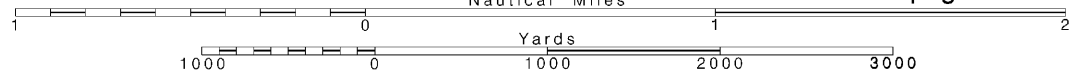


Note: Chart grid lines are aligned with true north.

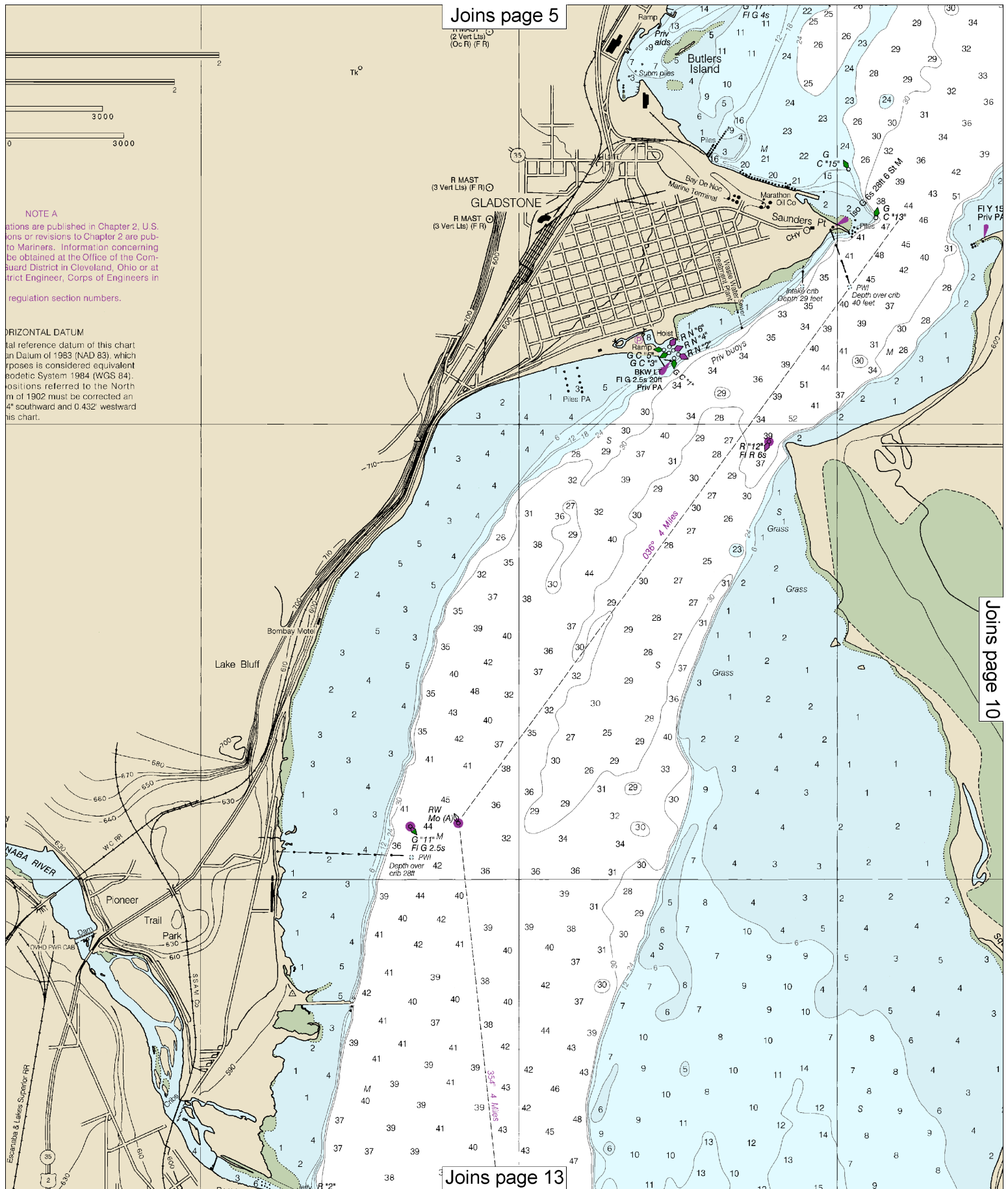
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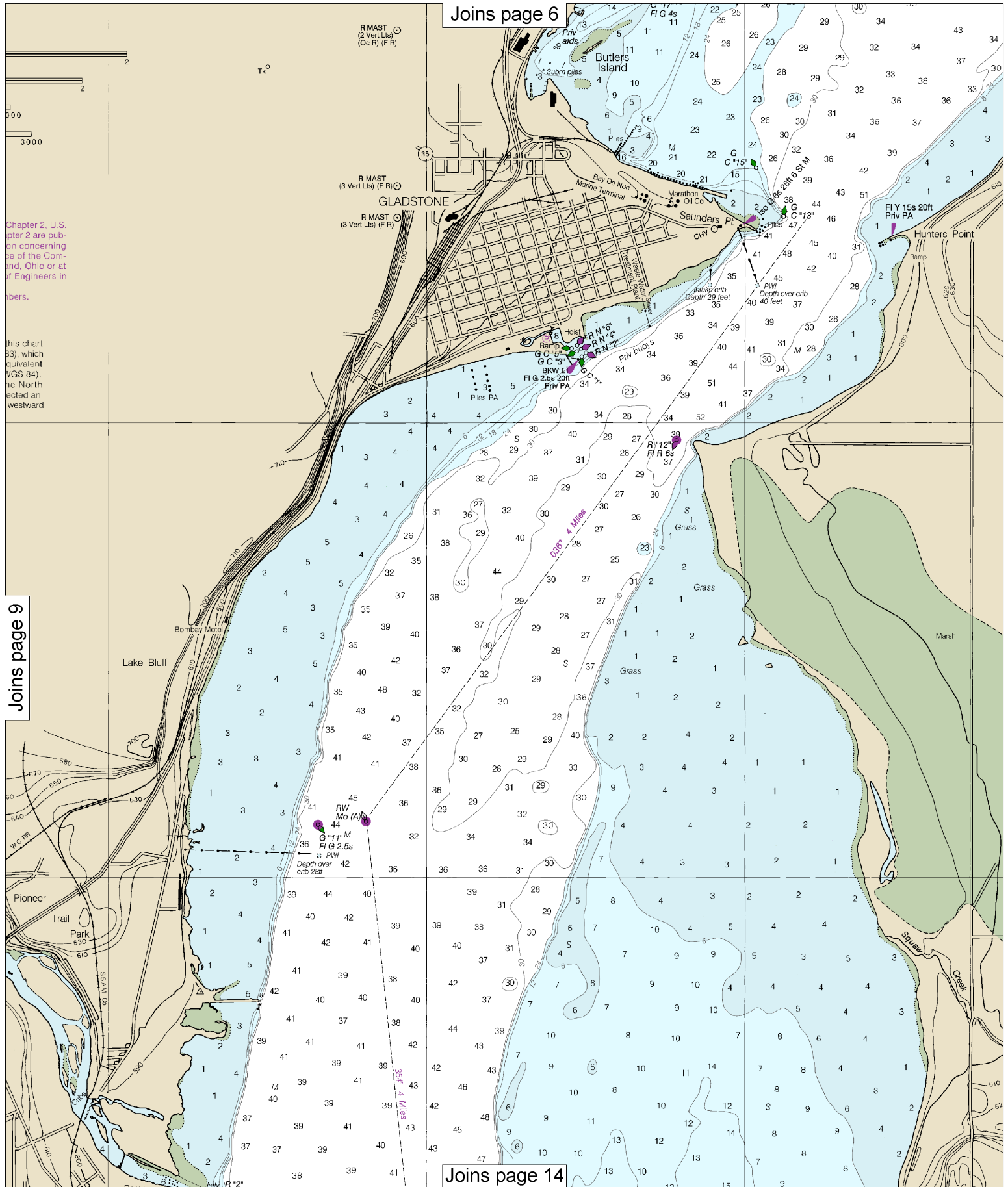
~~SCALE 1:30,000~~  
Nautical Miles

See Note on page 5.









Joins page 7

A

G

—

I

○

Joins page 15

45°50'

45°48'

47'

-45°

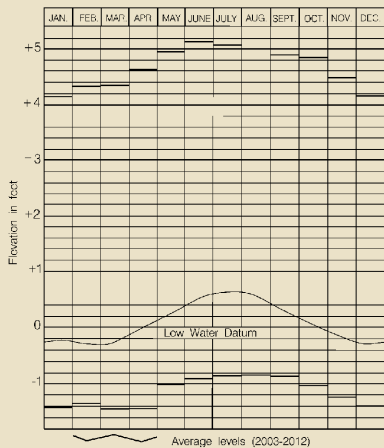
**SUPPLEMENTAL INFORMATION**  
Consult U.S. Coast Pilot 6 for important supplemental information.

**CAUTION**  
**POTABLE WATER INTAKE**

Vessels operating in fresh water lakes or rivers shall not discharge sewage, or ballast, or bilge water within such areas adjacent to domestic water intakes as are designated by the Commissioner of Food and Drugs (21 CFR 1250.93). Consult U.S. Coast Pilot 6 for important supplemental information.

R MAST (2 Vert Lts)  
(Oc R) (F R)

**LAKE MICHIGAN - HURON**



Low Water Datum, which is the plane of reference for the levels shown on the above hydrograph, is also the plane of reference for the charted depths. If the lake level is above or below Low Water Datum, the existing depths are correspondingly greater or lesser than the charted depths.

Pump-out facilities

R RELAY MAST  
(2 Vert Lts)  
(Oc R) (F R) (Oc R) (F R)

R MASTS  
(WDBC)  
680 kHz  
(3 Vert Lts)  
(Oc R) (2 F R)

**MARINER ACTIVATED SOUND SIGNAL**  
ESCANABA LIGHT - (MRASS) Horn is activated by keying mic 5 times on VHF-FM Ch 83A.

**NOTE E**  
**LOCAL MAGNETIC DISTURBANCE**  
Differences from normal variation of as much as 17° have been observed near Escanaba in the vicinity of Lat. 45°44', Long. 87°04'.

**CAUTION**  
Due to periodic high water conditions in the Great Lakes, some features charted as visible at Low Water Datum may be submerged, particularly in the near shore areas. Mariners should proceed with caution.

**POLLUTION REPORTS**  
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

**RADAR REFLECTORS**  
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

**CAUTION**  
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

**CAUTION**  
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.  
During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

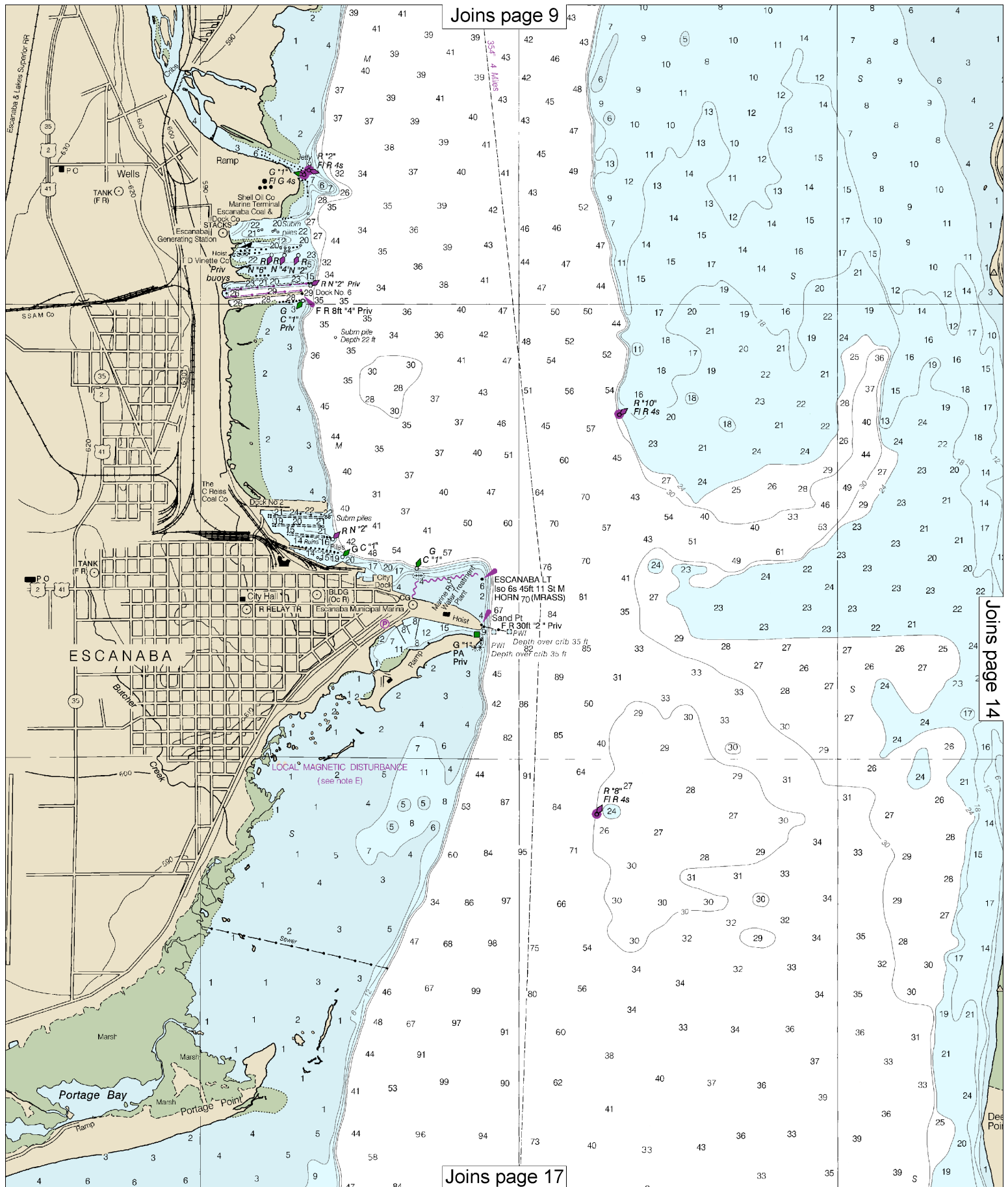
Delta County Airport

AERO

Portage Creek

Marsh

**CAUTION**  
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.  
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.  
Station positions are shown thus:  
○ (Accurate location) ○ (Approximate location)

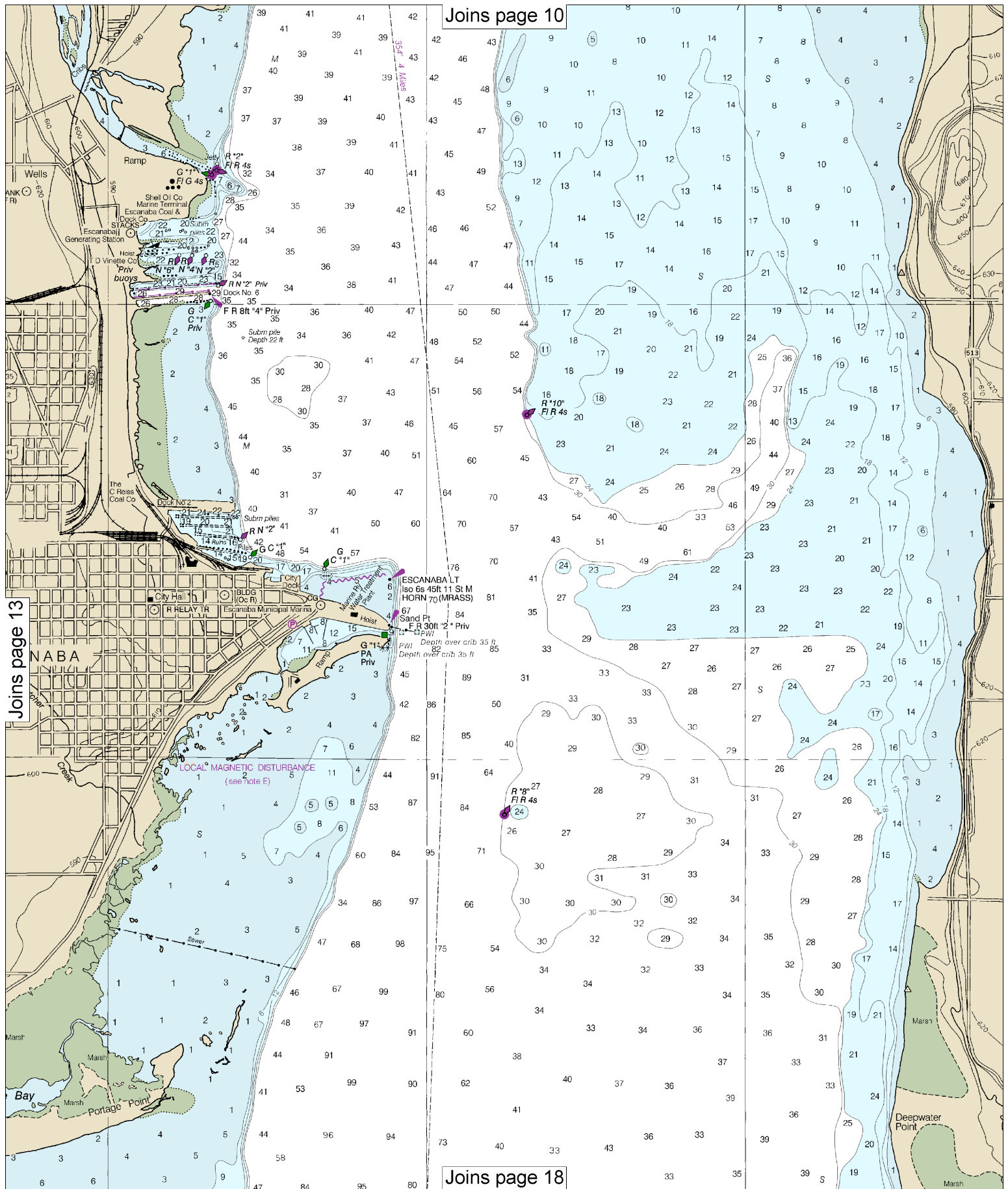


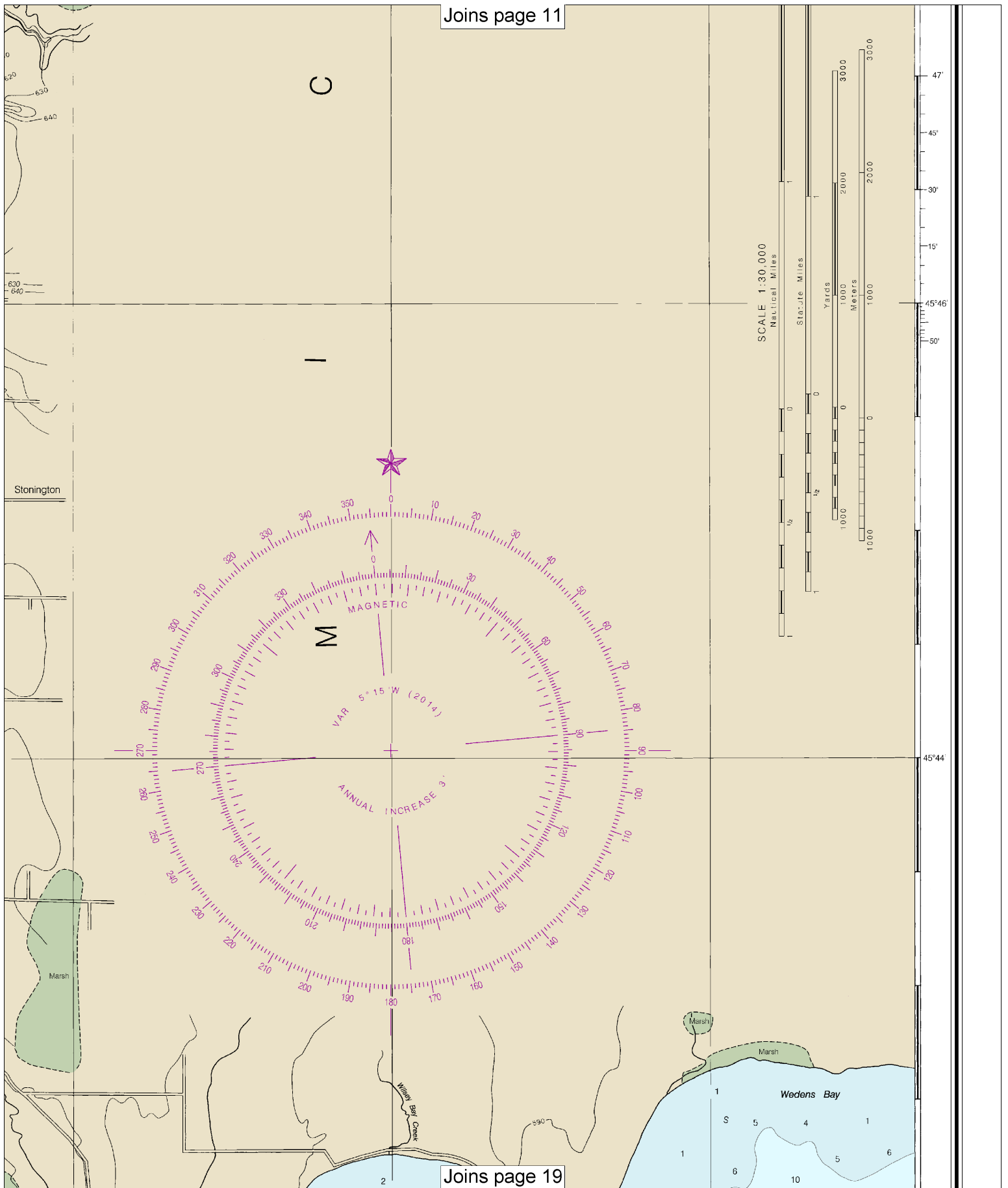
Joins page 9

Joins page 14

Joins page 17







Improved channels shown by broken  
subject to shoaling, particularly at the

Joins page 12

aids to marine navigation can be found in the  
U.S. Coast Guard Light Lists and National  
Geospatial-Intelligence Agency Publication 117.  
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Station positions are shown thus:  
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Local Notice to Mariners.  
During some winter months or when endan-  
gered by ice, certain aids to navigation are  
replaced by other types or removed. For details  
see U.S. Coast Guard Light List.

Sailing courses and limits indicated in magenta are recommended by  
the Lake Carriers Association and the Canadian Shipowners Association.

#### WARNING

The prudent mariner will not rely solely on any single aid  
to navigation, particularly on floating aids. See U.S. Coast  
Guard Light List and U.S. Coast Pilot for details.

SCALE 1:30,000  
Nautical Miles

Statute Miles

Yards  
0 1000 2000 3000  
Meters  
0 1000 2000 3000

45°42'

45°40'

87°10'

87°08'

87°06'

26th Ed., Mar. 2014

14915

#### CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

NOAA encourages users to submit inquiries, discrepancies  
about this chart at <http://www.nauticalcharts.noaa.gov/staff/cont>

Last Correction: 6/16/2016. Cleared through:  
LNM: 4616 (11/15/2016), NM: 4616 (11/12/2016), CHS: 1016 (10/28/2016)

16

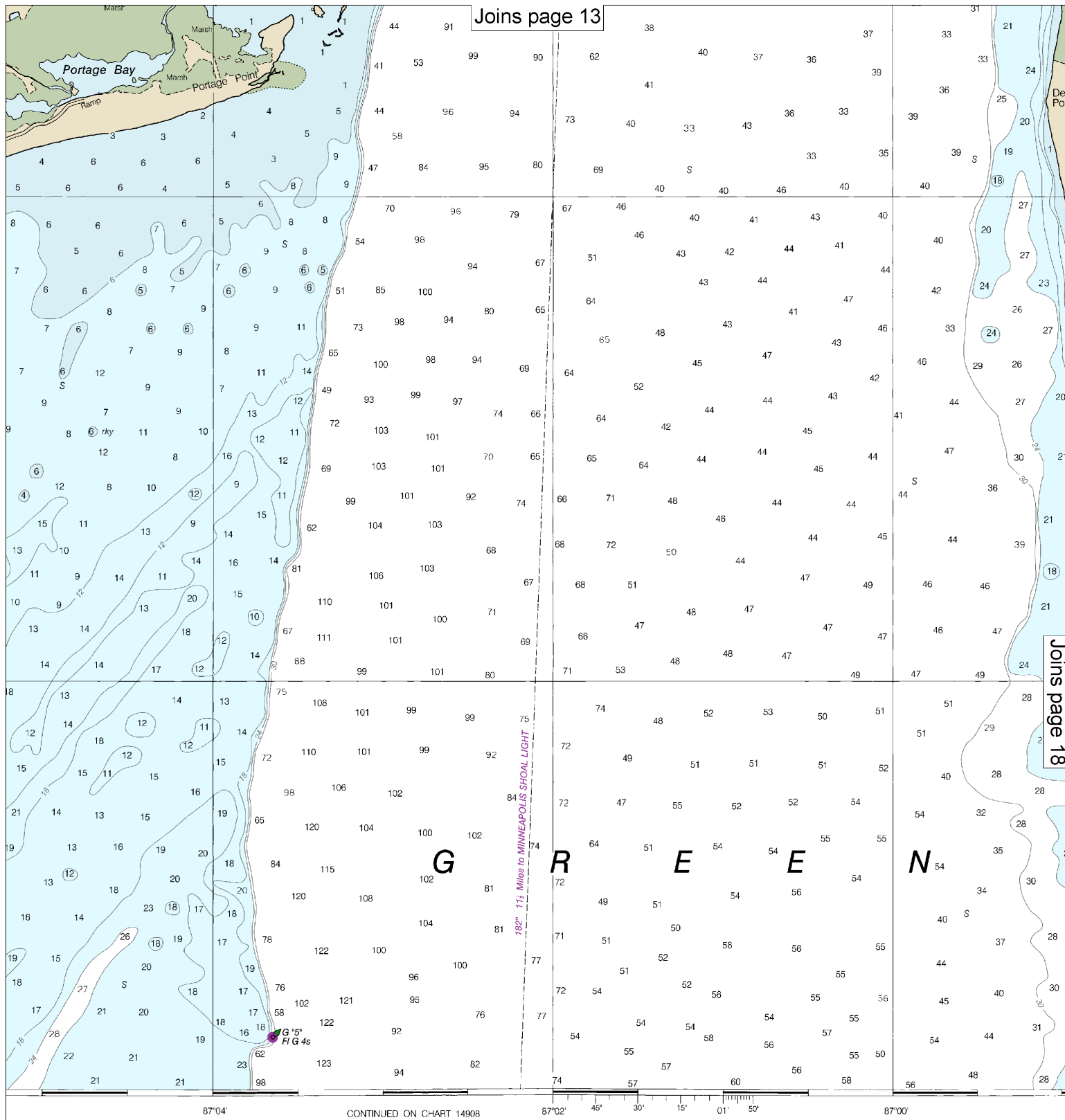
Note: Chart grid  
lines are aligned  
with true north.

Printed at reduced scale.

SCALE 1:30,000  
Nautical Miles

See Note on page 5.

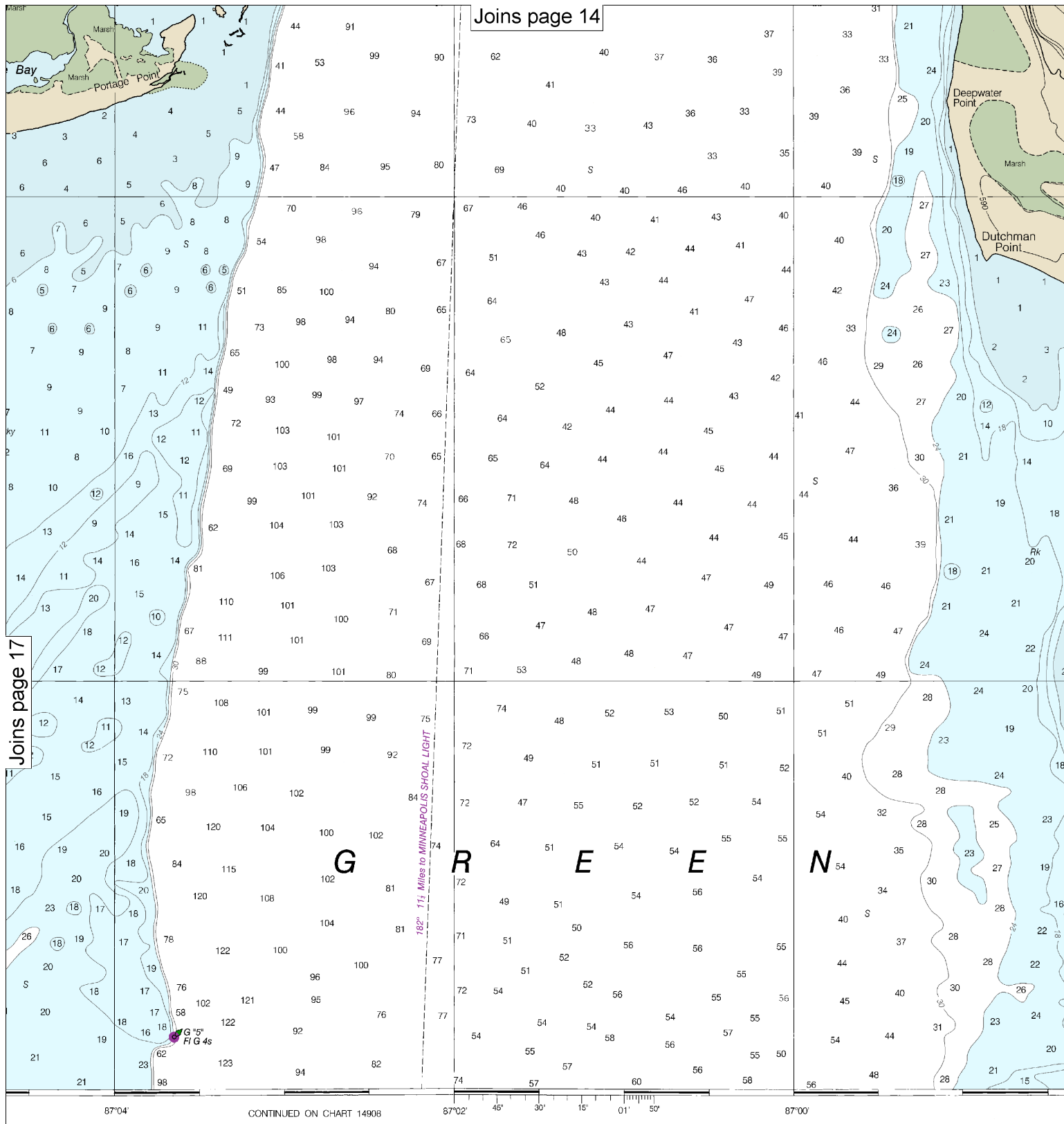
Yards  
1000 0 1000 2000 3000



is or comments  
nact.htm.

Published at Washington, D.C.  
U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY

SOUNDINGS IN



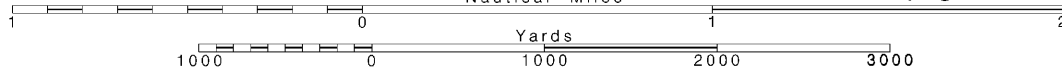
18

Note: Chart grid lines are aligned with true north.

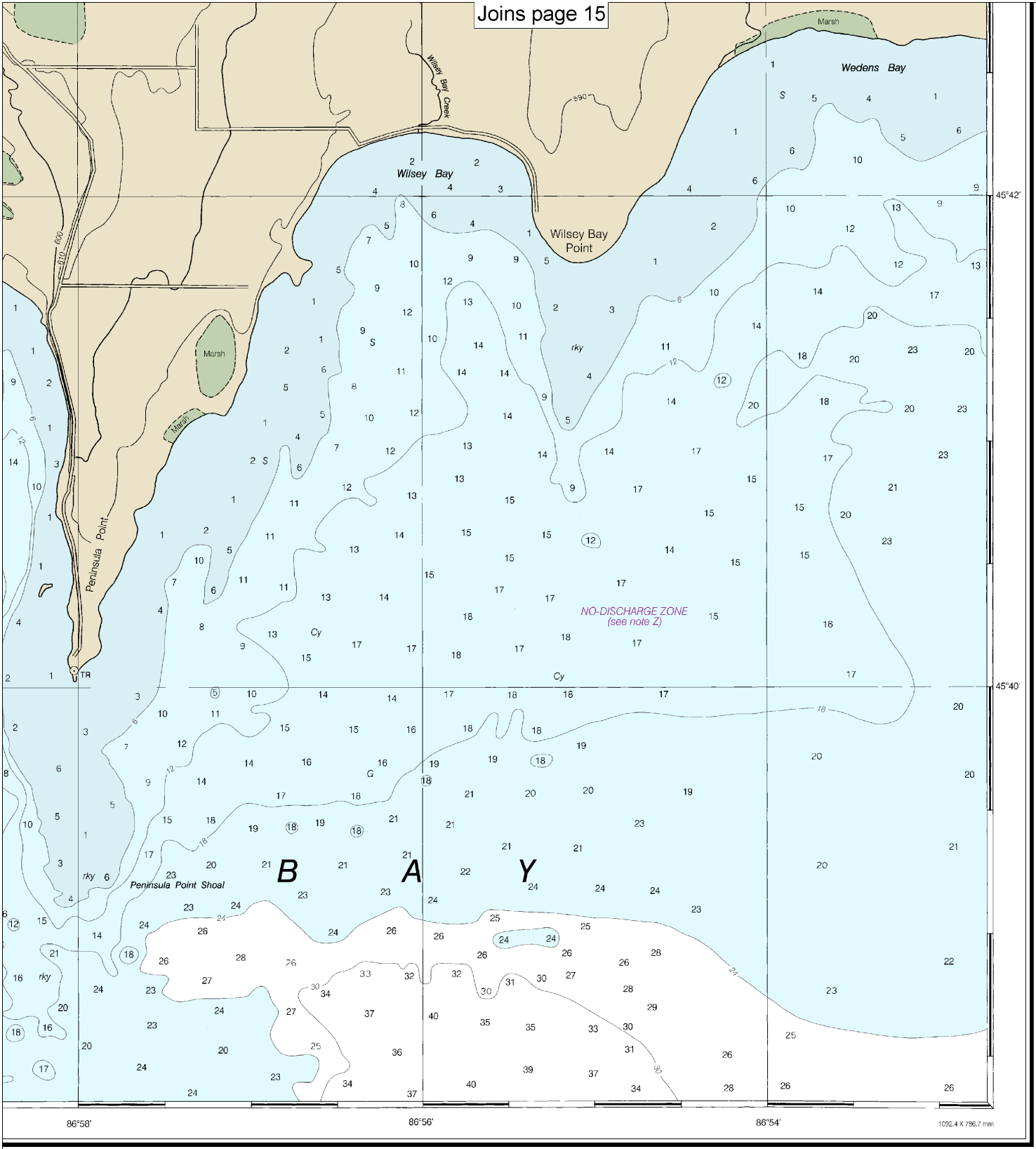
Printed at reduced scale.

SCALE 1:30,000  
Nautical Miles

See Note on page 5.







FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Little Bay de Noc  
SOUNDINGS IN FEET - SCALE 1:30,000

14915



## VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16** – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 and 78A** – Recreational boat channels.

**Getting and Giving Help** — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



**NOAA Weather Radio All Hazards (NWR)** is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

## Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

**HAVE ALL PERSONS PUT ON LIFE JACKETS!**

## Quick References

Nautical chart related products and information	— <a href="http://www.nauticalcharts.noaa.gov">http://www.nauticalcharts.noaa.gov</a>
Interactive chart catalog	— <a href="http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml">http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml</a>
Report a chart discrepancy	— <a href="http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx">http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx</a>
Chart and chart related inquiries and comments	— <a href="http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs">http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs</a>
Chart updates (LNM and NM corrections)	— <a href="http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html">http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html</a>
Coast Pilot online	— <a href="http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm">http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm</a>
Tides and Currents	— <a href="http://tidesandcurrents.noaa.gov">http://tidesandcurrents.noaa.gov</a>
Marine Forecasts	— <a href="http://www.nws.noaa.gov/om/marine/home.htm">http://www.nws.noaa.gov/om/marine/home.htm</a>
National Data Buoy Center	— <a href="http://www.ndbc.noaa.gov/">http://www.ndbc.noaa.gov/</a>
NowCoast web portal for coastal conditions	— <a href="http://www.nowcoast.noaa.gov/">http://www.nowcoast.noaa.gov/</a>
National Weather Service	— <a href="http://www.weather.gov/">http://www.weather.gov/</a>
National Hurricane Center	— <a href="http://www.nhc.noaa.gov/">http://www.nhc.noaa.gov/</a>
Pacific Tsunami Warning Center	— <a href="http://ptwc.weather.gov/">http://ptwc.weather.gov/</a>
Contact Us	— <a href="http://www.nauticalcharts.noaa.gov/staff/contact.htm">http://www.nauticalcharts.noaa.gov/staff/contact.htm</a>



— For the latest news from Coast Survey, follow **@NOAAcharts**



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.